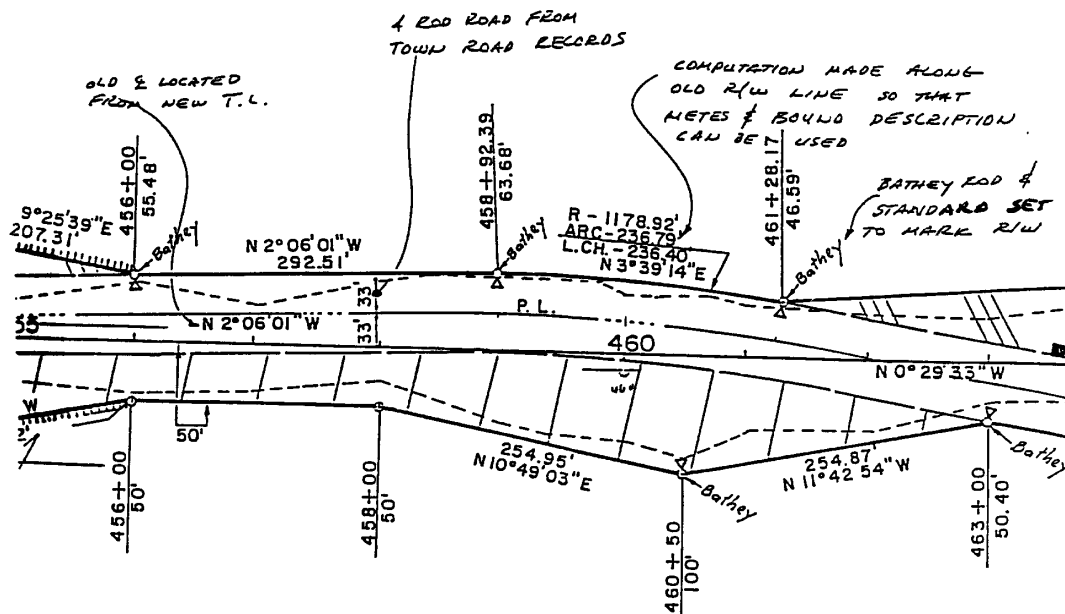


RESOURCE GUIDE FOR DETERMINING EXISTING RIGHT OF WAY

DISTRICT FILE OF ORIGINAL R/W PLATS

The first place the R/W Unit looks for the existing R/W is the District file of original R/W plats. Which can be accessed on the Intranet @ http://dtd-d1/gis/map_products.htm

The portion of the original plat depicted below shows the former highway was 66 feet wide as determined by the town road records. The old centerline of pavement was tied to the new Tangent Line (T.L.) and a computation was made to provide information for the legal description and for R/W staking.



AS-BUILT PLANS

If an original plat can't be located, the next step is to consult the As-Built Reference map. The map will identify plans which may show whether R/W was acquired and what plat I.D. was used for R/W acquisition. The following is a brief history of the identification numbers that have been used on plans:

- 1) Identification numbers such as 2200-4-71 have been used from 1966 to the present.
- 2) Project numbers such as F016-1-31 were used from 1950 to 1966.
- 3) Three digit numbers such as WPH 300 were used from 1930 to 1940.
- 4) Four digit Division Job numbers such as 2222 have been used from 1920 to 1950.

The original R/W plats should always be the document used when determining existing R/W. You can contact the R/W Unit and they will see that you receive prints made from the originals.

Quite often R/W plats are revised after the plan has been completed. If you have reason to question what is shown on the original plat you should call the R/W Unit. You will need to provide the project I.D., county, highway and applicable parcel numbers.

For any problems with the original right of way, please contact the R/W Unit.

COUNTY HIGHWAY REGISTER

The County Highway Register is available at the County Highway Commissioner's office. The register is a compilation of town road records and surveys showing the widths and centerline locations of highways.

The top half of the following exhibit is a typewritten copy of an 1839 survey of the Geneva and Ball road. The date indicates a period of time when we were the Territory of Wisconsin. At that time Territorial law legislated a 66 foot road width.

The lower half of the exhibit is a recent R/W plat, which shows the Territorial Reference and the subsequent 66 foot width.

TOWN ROAD RECORD

Geneva and Ball Road

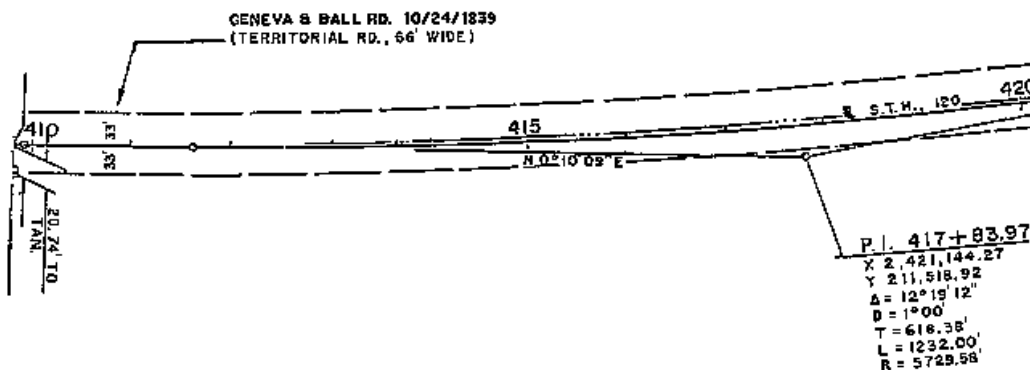
Commencing on the North line of the state of Illinois at the south-west corner of Section 35 in Town 1, Range 17 and running in a Northerly direction on the following courses Via North on the section line 46 chs.

N 45° - 50' E 14.50 bs br 0 14 inches Di N 45 5/6° E 65 lks
N 33° - 30' E 122 to a stake 15 lks North of South West corner of Sec. 24 in T 1 Range 17 North on Sect line to a stake 4 chs South of the 1/4 Corner on the West line of 12 in Town 1 Range 17
N 39 1/2° E 31.41 bs a W.O.T 45 inch d N 1 5/6° W 1.51 lks
N 24° - 15' E 7.44 bs a W.O.T 8 in d N 17 1/2° E 91 lks
N 9° - 45' E 12.65 bs a Br O T 8 in D N 54 5/6° E 70 lks
N 4° W 13.50 to a stake on the North bank of an inlet of Geneva Lake bs br O T 6 inch di N 83° E 46
N 9° - 15' W 14.37 to a blk O T 18 inch diameter
N 31° - 20' E 32.31 bs W O T 16 inch Di N 74 1/6° W 40 lks
North 28.50 to a stake 125 lks East of the quarter section corner on the south line of Section 36 in T 2 Range 17
N 21° - 10' W 6.79 bs a W O T 12 in di N 73 1/2° E 36 lks
N 14° - 12' E 21 bs a hickory tree 16 in di S 40 1/2° W 88 lks
N 27° - 55' W 9 and terminating on the beach of Geneva Lake at the confluence of Center Street of Geneva Village. That with the Racine Road.

Variation of Magnetic from true Meridian being 6° East.

I do hereby certify that the above survey is correct according to the best of my judgment.

Oct 24, 1839 Edward Norris
District Surveyor



**Right of Way Unit
Plat Guidelines**

EXISTING RIGHT OF WAY

September 16, 2002

"WISCONSIN HIGHWAYS"

"Wisconsin Highways" is a reference book, which shows the names of cities along the route of military, territorial, and state roads. There are two volumes to this Department of Transportation publication. The 1947 edition covers the period up to 1945 and the 1989 edition covers the period from 1945 to 1985.

While we can locate the position of a military road, we have never found the survey for any military road. To determine the centerline we split the existing pavement. Whenever we are holding existing R/W that has been located from a centerline defined by splitting the existing pavement, we must define the R/W in our legal description by making a call to the existing R/W. (See legal descriptions, Chapter 8)

All military roads were laid 66 feet wide.

The following is a brief history of "State Roads" from the 1947 edition of "Wisconsin Highways," Volume I:

State Roads, 1848-1891

After 1848, roads laid out and opened by authorization of the legislature were designated "State Roads." These roads were established principally in the less thickly populated areas of the state. The Commissioners appointed by the legislature to establish such roads were authorized to adopt any part of previously established town, county or territorial roads as part of the state road. As the localities became more thickly settled and better organized, the responsibility for laying out and improving roads was assumed by the town and county authorities as provided by statute. State roads laid out and opened by commissioners appointed by the legislature were a direct charge to the counties, towns and villages which the roads traversed, because of the constitutional provision, until 1908, prohibiting the State Government from participating in works of internal improvement.

From 1848 to 1891, the legislature enacted 560 separate laws pertaining to the laying out and opening of state roads, 21 of which were repealed in subsequent years. During some sessions of the legislature, between 1848 and 1854, authorization to establish several different state roads was blanketed under a single legislative act. In extension of the territorial road legislation, the statutes required all state roads be established to a width of four rods. On page 15, a map of the state roads surveyed and constructed between 1848 and 1886 have been reproduced from the survey records on file in the Secretary of State's office. On pages 231 to 241 of Appendix E, the year, the chapter laws, and the name and termini of the respective state roads authorized by the legislature are listed.

The following is information copied from "Wisconsin Highways," Volume I, depicting:

Page 4-5	Military and United States Roads, 1835-1870
Page 4-6	Territorial Roads, 1836-1848
Page 4-7	Legend for Territorial Road Map
Page 4-8	State Roads, 1848-1886

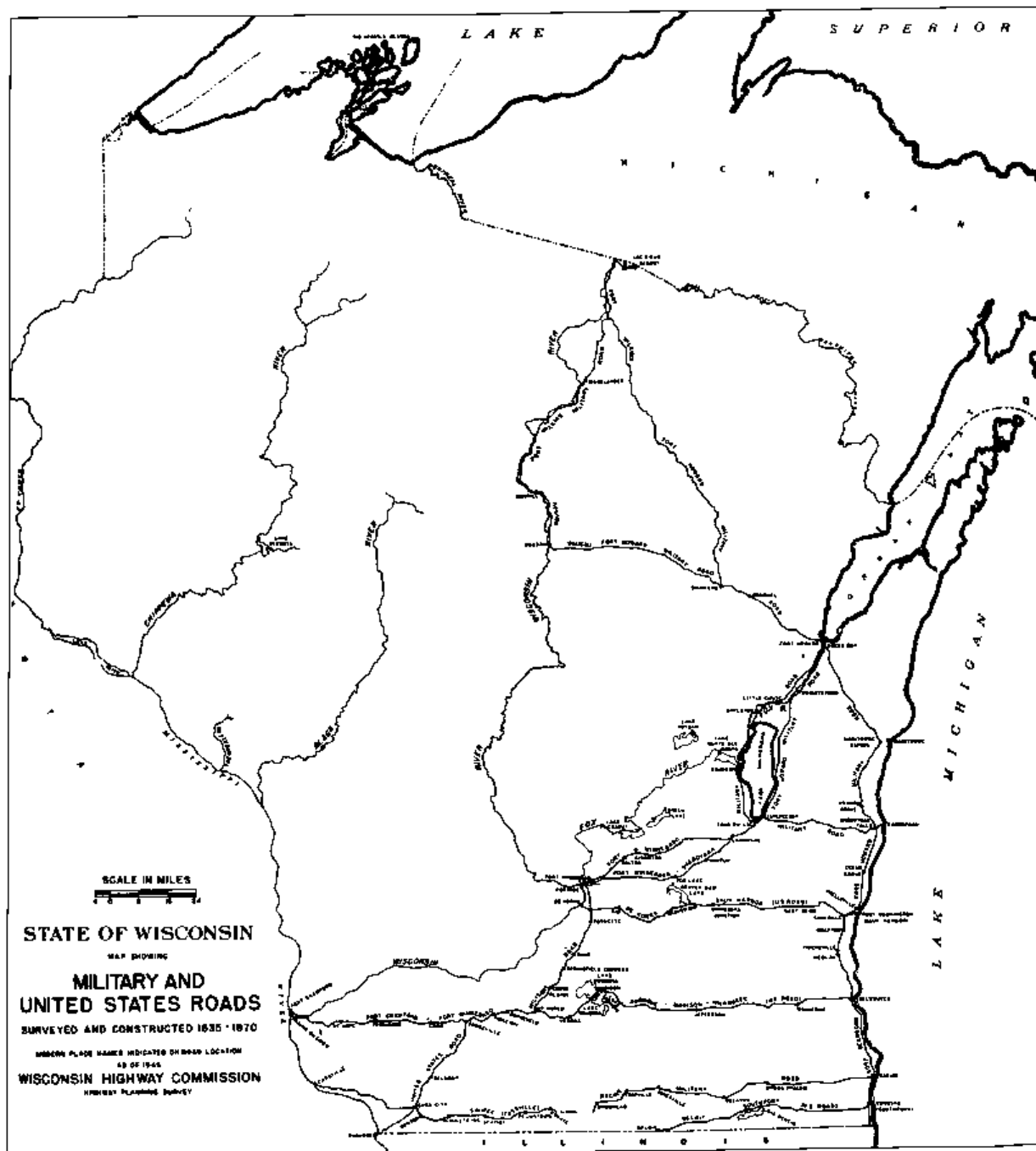


FIG. 3. OUTLINE MAP OF MILITARY AND UNITED STATES ROADS, 1835-1870

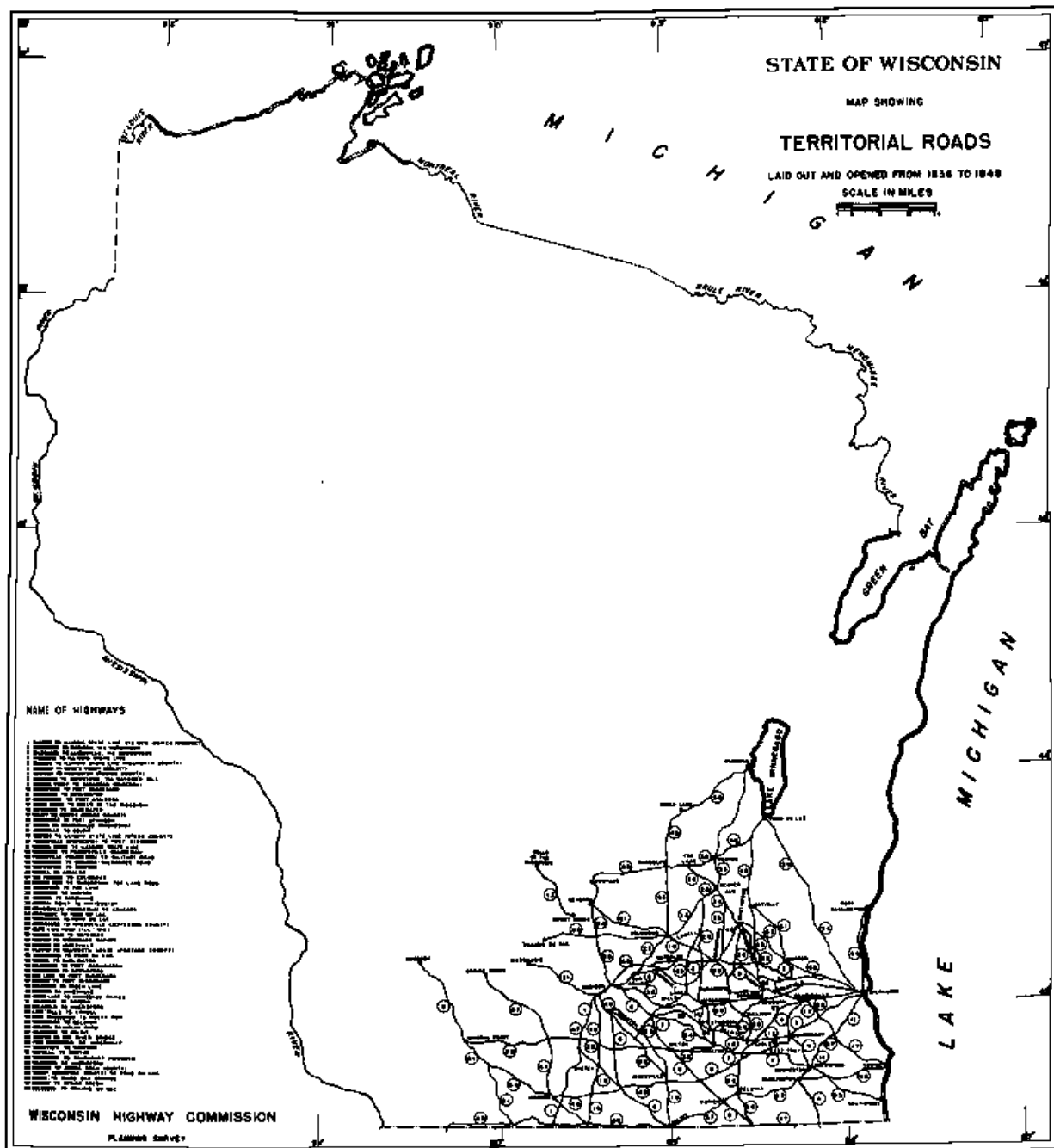


FIG. 8. OUTLINE MAP OF TERRITORIAL ROADS, 1836-1848

APPENDIX C

Table LXXXVIII
TERRITORIAL ROADS 1838-1848¹

Location and Termini	Miles	Year Opened	Location and Termini	Miles	Year Opened
1. Madison to Illinois State Line, via New Mexico (Monroe).....	47.7	1838	32. Mineral Point to Whitewater.....	80.6	1846
2. Milwaukee to Madison, via Watertown.....	87.6	1838	33. Prairieville (Waukesha) to Concord.....	28.8	1846
3. Milwaukee to Janesville, via Muk- wonago.....	66.6	1838	34. Milwaukee to Fond du Lac.....	67.3	1846
4. Waukesha to Illinois State Line.....	46.9	1839	35. Watertown to Fond du Lac.....	32.6	1846
5. Madison to Illinois State Line (Walworth County).....	61.8	1839	36. Hustisford to Pipersville (Jefferson County).....	23.5	1846
6. Madison to Hume's Ferry (Beloit).....	52.4	1839	37. State Line Road (Ill.-Wis.).....	12.0	1846
7. Madison to Rochester (Racine County).....	59.6	1839	38. Beaver Dam to Waterloo.....	21.0	1846
8. Milwaukee to Watertown, via Hatche's Mill.....	49.8	1839	39. Waupun to Winnebago Rapids.....	29.7	1846
9. Mineral Point to Savannah (Muscodas).....	32.0	1839	40. Monroe to Janesville.....	36.5	1846
10. Watertown to Fort Winnebago.....	59.5	1839	41. Plover to Walworth House (Portage County).....	33.0	1846
11. Milwaukee to Burlington.....	33.7	1840	42. Watertown to Fond du Lac.....	66.6	1846
12. Mukwonago to Fort Atkinson.....	23.2	1840	43. Racine to Burlington.....	26.5	1846
13. Honey Creek to Dells of the Wisconsin.....	28.2	1840	44. Milwaukee to Port Washington.....	27.5	1846
14. Jefferson to Whitewater.....	14.6	1840	45. Watertown to Hustisford.....	13.0	1846
15. Beloit to Exeter (Green County).....	18.0	1840	46. Fox Lake to Fort Winnebago.....	33.5	1846
16. Mukwonago to Fort Atkinson.....	29.5	1840	47. Exeter to Fort Winnebago.....	57.5	1847
17. Racine to Prairieville (Waukesha).....	31.5	1841	48. Columbus to Green Lake.....	46.7	1847
18. Janesville to Beloit.....	13.6	1841	49. Madison to Janesville.....	41.5	1847
19. Madison to Illinois State Line (Green County).....	43.8	1842	50. Green Lake to Winnebago Rapids.....	31.5	1847
20. Prairieville (Waukesha) to Fort Atkinson.....	37.0	1842	51. Columbus to Dekoro.....	26.5	1847
21. Mineral Point to Illinois State Line.....	58.5	1842	52. Delafeld to Hustisford.....	21.0	1847
22. Milwaukee to Prairieville (Waukesha).....	18.5	1842	53. Lake Mills to Lowell.....	22.6	1847
23. Prairieville (Waukesha) to Military Road.....	29.0	1843	54. Fort Winnebago to Rocky Run.....	19.5	1847
24. Whitewater to Madison—Milwaukee Road.....	86.5	1844	55. Watertown to Delavan.....	52.5	1847
25. Whitewater to Madison.....	24.5	1844	56. Madison to Indian Ford.....	38.6	1847
26. Lowell to Axtalan.....	24.4	1845	57. Milwaukee to Beloit.....	72.8	1847
27. Sun Prairie to Columbus.....	18.5	1845	58. Waupun to Fox River Bridge.....	15.0	1848
28. Beaver Dam to Watertown—Fox Lake Road.....	13.2	1845	59. Fort Winnebago to Janesville.....	76.0	1848
29. Watertown to Fox Lake.....	39.8	1845	60. Watertown to Madison.....	38.5	1848
30. Jefferson to Madison.....	38.5	1845	61. Mayville to Merton.....	22.5	1848
31. Madison to Mazomanie.....	32.0	1845	62. Waterford to Southport (Kenosha).....	26.6	1848
			63. Milwaukee to Hustisford.....	46.5	1848
			64. Monroe to Arena (Iowa County).....	45.7	1848
			65. Summit (Waukesha County) to Fond du Lac.....	49.0	1848
			66. Beloit to White Oak Springs.....	74.5	1848
			67. Monroe to Spring Green.....	42.6	1848
			68. Columbus to Prairie du Sac.....	36.6	1848

¹ Territorial Road Legend for Map on Page 11.

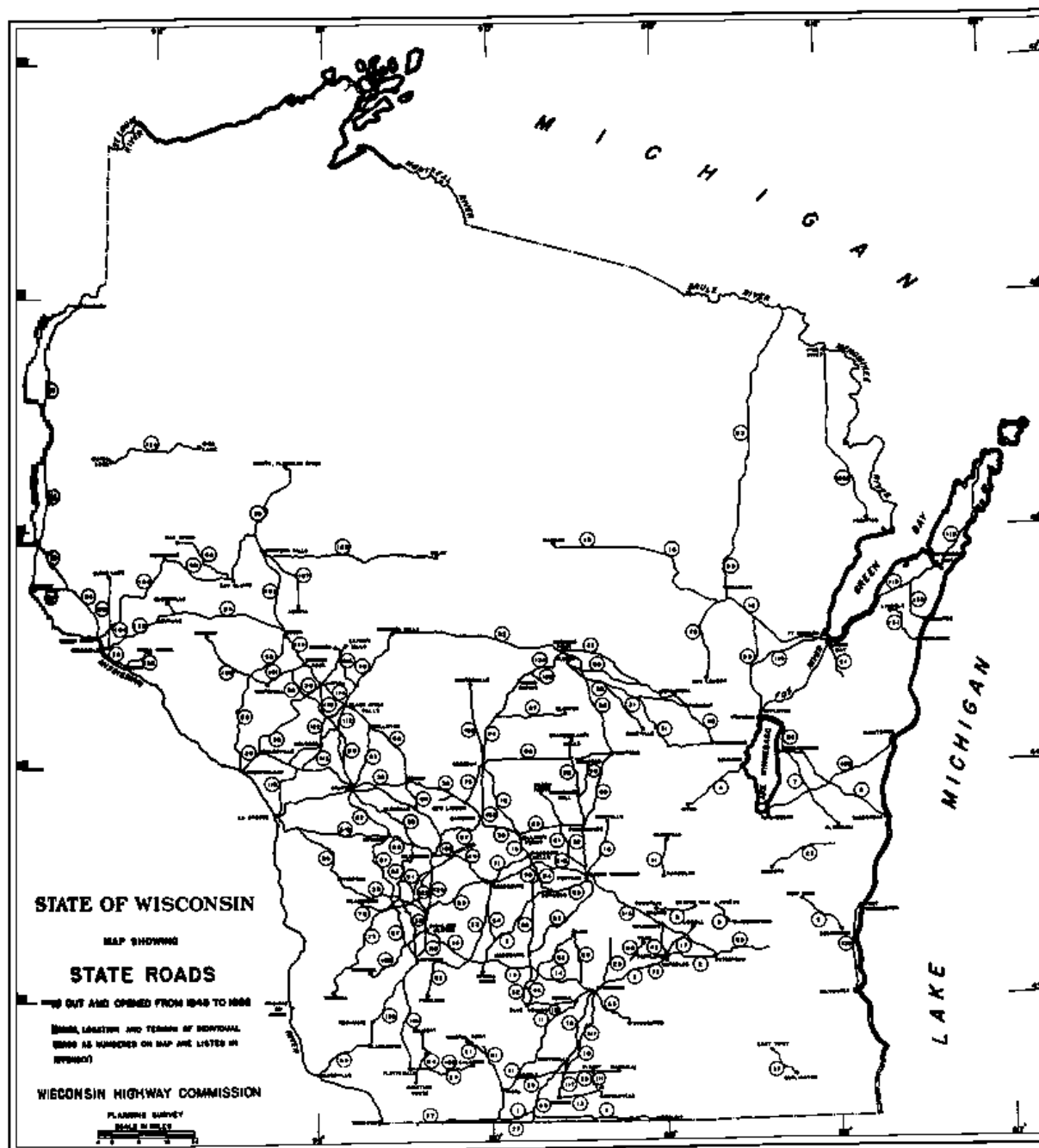


FIG. 9. OUTLINE MAP OF STATE ROADS, 1848-1886

"Record of State Roads"

The Wisconsin Historical Society has two volumes entitled "Record of State Roads" (Madison library number 330.12). Volume I has territorial and state roads and Volume II is entirely state roads. Each road lists the bearings and distances along the centerline followed by a sketch of the centerline plotted against a township grid.

The 1849 revised Laws of Wisconsin, Chapter 16 - Section 84, gave the Supervisors of each town through which any United States, Territorial or State road passed, the right to alter that road within the limits of their town. Further confirmation of the position of any Territorial road might be gained while reading the property descriptions of lands abutting the road, and by examining the town road records for alterations to the original centerline. Also look for intersecting road records, which begin or end at the Territorial road.

We are confident in using the centerline of the existing pavement as the centerline of the Territorial road. However, we do compare our angles and distances with the plan of the original pavement to see if an adjustment is warranted.

The following page depicts a sketch copied from the "RECORD OF STATE ROADS" that depicts the territorial road from Milwaukee to Beloit. Even though the scale is small, it locates the position of the centerline across each section and town.

Plate of Road from Milwaukee to Beloit
 J. T. Brown,
 Surveyor
 We certify that above to be a correct plot of the survey and location
 of the road from Milwaukee to Beloit; running through the townships
 of Milwaukee, Kewaunee, Walworth and Rock, and located equably to
 the Act to provide for laying out a Territorial Road from Milwaukee
 to Beloit. Approved, Dec. 22, 1856.
 Dyer Kithorn }
 Luther C. Fisher } Commissioners
 Truman Hildner }
 June 24, 1857.

J. T. Brown,
 Supervisor

We certify that above to be a correct plot of the survey and location of the road from Milwaukee to Beloit; further, though the location of Milwaukee, Racine, Watonsau and Maun, and located equally to the Act to provide for laying out a Territorial Road from Milwaukee to Beloit. - Approved, Dec. 22, 1836. -

June 24, 1899.

Dylan Kalhoun }
Lucy C. Fisher }
Truman Hubbard }
Carmichael }
Carmichael }

WISCONSIN LAWS PERTAINING TO EXISTING R/W

The following is a brief historical account of laws that legislated the R/W width of Wisconsin highways.

1833 LAWS OF THE TERRITORY OF MICHIGAN

Page 110 - Section 22:

That all Public Roads to be laid out by the commissioners of any Township, shall not be less than four rods wide; and all private roads shall not be less than two rods wide.

TERRITORIAL LAWS - GENERAL ACTS 1836-37-38

(Act of the First Session of the Legislative Assembly of Wisconsin)

Chapter 20 - Section 6:

All Territorial Roads, authorized to be laid out by any law of this Territory, and not yet commenced, shall be laid out in the manner prescribed in this act; and the commissioners shall comply with all the regulations herein contained; and further the established width of all Territorial Roads shall be sixty-six feet.

PLANK ROADS AND TURNPIKES

1848 Laws of Wisconsin

Page 60 - Section 13:

The said Plank Road shall be laid out at least three rods wide, the bed or foundation to be graded not less than twenty feet at the base between the ditches, to be so constructed as to make, secure, and maintain a smooth and permanent road, the track of which shall be made of timber planks, or other hard material, not less than eight feet wide, so that the same shall form a hard and even surface.

1849 REVISED LAWS OF WISCONSIN

Chapter 16 - Section 70

All public Roads to be laid out by the supervisors of the Town shall not be less than four rods wide nor shall any private road be laid more than three rods.

1849 Revised Laws Of Wisconsin - continued

Chapter 16 - Section 83:

All United States and Territorial Roads and all State Roads, which shall hereafter be laid out, shall be opened and worked the same as other highways.

Chapter 16 - Section 84:

The Supervisors of each Town through which any United States, Territorial or State Road shall pass may alter the same within the limits of their Town in the same manner they are authorized to alter other highways, but they shall not discontinue or obstruct any such road.

Chapter 50 - Section 25:

Every Plan Road made by virtue of this chapter, shall be laid out at least four rods wide.

Chapter 50 - Section 26:

Every Turnpike Road, that shall be constructed by virtue of this chapter, shall be laid out at least four rods wide.

WISCONSIN HIGHWAY & TRANSPORTATION LAWS & RULES 1995

Section 80.01 (2) of the Wisconsin Statutes

UNRECORDED HIGHWAYS VALIDATED, EXCEPTION; GRANTS FOR HIGHWAY PURPOSES, PRESUMPTIVE WIDTH. All highways not recorded which have been worked as public highways 10 years or more are public highways, and are presumed to be 4 rods wide, except that roads and bridges built upon the bottoms and sloughs of the Mississippi river by citizens or municipalities of any other state shall not become legal highways or a charge upon the town in which they are situated unless upon petition they are legally laid out by the town supervisors; nor shall any grant of lands for highway purposes, which has not become a legal highway prior to the first day of July, 1913, become effective for such purposes, unless the grant is accepted by the town board or by the town meeting of the town wherein the lands and proposed highway are situated, and until a resolution of such acceptance is recorded in the office of the town clerk; and in case any such laid out highways have not been fully and sufficiently described or recorded or if the records have been lost or destroyed the presumption shall be that they were laid 4 rods wide.

CONNECTING HIGHWAYS

Segments of State Trunk Highway designated as Connecting Highways are under the jurisdiction of the applicable municipality. Often the municipality will acquire right of way for an improvement or safety project located within the limits of their jurisdiction. It is very likely that District One would not have a record of this right of way acquisition. If there is a segment of connecting highway within the limits of a District improvement project, the applicable municipality should be contacted for existing right of way information. **Pages 4-14, 4-15, and 4-16** provide a listing of connecting highways located in District One. This listing is copied from the December 31, 2001 edition of the Division of Transportation Infrastructure Development booklet entitled ***Official State Trunk Highway System Maps***.

Date: 02/25/98

From: Jim Thiel, 115B HFSTB, 266-8928, FAX 267-6734 THIELJ - HFRC

To: Robert Wagner RWAGNER2 - EMX

Subject: RE: Real Estate on connecting highways

I really don't think there is anything new about WISDOT not acquiring property for connecting highways. Section 84.02(11), Stats., reads as follows:

"Connecting Highways. The state trunk highway system shall NOT include the marked routes thereof over the streets or highways in municipalities which the department (DOT) has designated as being connecting highways. Those municipal streets or highways so excluded as state trunk highways are further described and the aids determined therefor under s. 86.32."

These are NOT our highways. WISDOT does NOT have jurisdiction over them. WISDOT is NOT the maintaining authority. There are certain limits and restrictions on what local units of government can do insofar as restricting traffic, etc. on connecting highways. The phrase "connecting highway" appears 20 times in the statutes. The phrase "connecting highways" appears 41 times. There are various nuances involved and aids paid by WISDOT and moneys expended by WISDOT for their improvement, but the bottom line is that they are NOT our highways. They belong to local units of government.

Another very practical reason we don't buy the property is that WISDOT does not want to have title to property that may be contaminated or that WISDOT does not control because it is not on our system or under our jurisdiction.

From: Bovy, Robert 266-2186

To: Wagner, Robert 715-421-8053

Subject: RE: Real Estate on connecting highways

Date: Wednesday, February 25, 1998 10:56AM

I don't know whether you got an answer to this. I looked in the local cost sharing policies in the Program Management Manual. Procedure 9-3-2 does not list R/W as an item we will participate in for connecting highways so that implies the locals acquire and pay for it. Our local agreements may spell that out but I'm not familiar enough with them to know. Check with Mary Forlenza if you still need to know.

CONNECTING HIGHWAY LIMITS

District 1

<u>City</u>	<u>Highway</u>	<u>From</u>	<u>To</u>
Baraboo	STH 33	.23 mile west of Draper St.	Lincoln Ave.
	STH 113	Mound St.	8 th Ave. (STH 33)
	STH 123	.51 mile south of S. Parkway	8 th Ave. (STH 33)
Beaver Dam	STH 33	Lawndale Dr.	.01 mile west of the NW off ramp terminal from USH 151
Beloit	USH 51	State Line	.10 mile south of Bayliss Ave.
	USH 51 spur	State Line	Pleasant St.
	STH 81	.01 mile west of West St.	.01 mi. NE of Freeman Pkwy
	STH 213	State Line	.01 mi. NW or Spring Creek Rd.
Boscobel	USH 61	Dwight St	.02 mi. N of Prairie St. (STH 133)
	STH 133	Elm St (USH 61)	Wisconsin Ave.
Brodhead	STH 11	19 th St.	9 th Ave., east intersection
Columbus	STH 16 & STH 60	.01 mile west of Industrial Dr.	Campbell St.
	STH 73	.50 mi. SW of Farnham St (STH 89)	Middleton St.
	STH 89	Waterloo St.	Luddington St. (STH 73)
Dodgeville	STH 23	.15 mile south of Polk St.	Pine St.
	STH 191	STH 23	Bishop St.
Edgerton	USH 51	South St.	Thronson Rd. (County Line)
	STH 59	Hain Rd.	Newville St.
Evansville	USH 14	.18 mile north of Madison St.	.01 mile west of CTH "M"
	STH 59	Walker St.	.18 Mile north of Madison Street
	STH 213	Walker St.	Union St. (USH 14)
Ft. Atkinson	USH 12	.01 mile west of Banker Rd.	.01 mile east of Fox Hill Rd.
	USH 12 (WB)	3 rd St. South	Robert St.
	STH 89	.01 mile east of Fox Hill Rd.	Blackhawk Dr.
	STH 89 (SB)	Madison St	3 rd St. South

STH 106	.18 mile west of Lucille St.	.01 mile east of Edgewater Rd.
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CONNECTING HIGHWAY LIMITS
District 1 (Continued)

<u>City</u>	<u>Highway</u>	<u>From</u>	<u>To</u>
Horicon	STH 28	Lake St. (STH 33)	Ellsworth St.
	STH 33	.06 mile west of Clinton St.	Clason St.
Janesville	USH 14	.05 mile west of Kennedy Rd.	.24 mi. east of I-90
	USH 51	.50 mile south of Kellogg	Black Bridge Rd.
	STH 11	Sunset Dr.	Palmer Dr.
	STH 11 (WB)	Jackson St.	Center Ave.
	STH 26	Parker Dr. (USH 51)	Kettering Rd.
Jefferson	USH 18	.29 mile west of South Taft	.16 mile east of Kranz Ave.
	STH 26	Collins Rd.	Puerner St.
Juneau	STH 115	Clyman Rd. (CTH "M")	Main St. (STH 26)
Lake Mills	STH 89	CTH "A"	Pine St.
Lancaster	STH 35	.04 mile south of Alona Lane	McKinley St.
	USH 61	.04 mile south of Alona Lane	City Limits St.
	USH 61 (SB)	Madison St., north intersection	Madison St., south intersection
Madison	USH 151	Badger Rd	.20 mi. north of Zeier Rd.
	STH 113	East Washington Ave (USH 151)	Knutson Dr.
Mayville	STH 28	Clark St.	Riverview Heights Rd.
	STH 67	Ruedeusch St.	Riverview Heights Rd.
Milton	STH 26	.01 mile south of St. Mary St	.01 mile north of Bowers Lake Rd.
	STH 59	.01 mile north of Rivendell Dr.	.20 mile east of Sunnyside Dr.
Monroe	STH 69	30 th St.	2 nd St.
Platteville	STH 80	USH 151	Northside Dr.
	STH 81	W. Ridge St.	USH 151
Portage	USH 51	Ontario St.	.05 mile north of CTH CX
	USH 51 (SB)	Dewitt St., north intersection	Dewitt St., south intersection

STH 16	Cemetery St. (CTH "O")	Ontario Street
STH 33	Connector to Edgewater	0.13 mile east of Jackson St.

CONNECTING HIGHWAY LIMITS

District 1 (Continued)

<u>City</u>	<u>Highway</u>	<u>From</u>	<u>To</u>
Reedsburg	STH 23	Lime Ridge St. (CTH "K")	.10 mile east of Viking Dr.
	STH 33	Preston St.	.10 mile east of Viking Dr.
Stoughton	USH 51	Chalet Dr	.01 mile west of Hoel Ave.
	STH 138	.38 south of Main St.	.01 mile west of Hoel Ave.
Sun Prairie	STH 19	Thompson Rd	Grove St. (CTH "N")
Watertown	STH 19	.03 mile east of Welsh Rd.	.01 mile SE of Eastgate Dr.
	STH 26	CTH "Y"	.01 mile north of Endeavor
Waupun	STH 26	Barnes Ave.	Spring St.
	STH 49	USH 151 west ramp terminus	CTH "MMM"
	STH 68	West Street	Main St. (STH 49)

DISTRICT ONE R/W RESOURCE LIST

Managing resources effectively is an important element in maintaining any organization. The following is a list of District 1 right of way resources:

1) R/W PLATS

ORIGINAL FULL SIZE PLATS/ D-SIZE NEGATIVE PLATS

Located in the Right of Way/CADD Section, however **under no circumstances are these files to be accessed by anyone other than R/W staff or the Plat/Drafting staff.** In the past original plats have been lost or damaged - this rule was made to protect our valuable District resource documents. These plats are a resource not only used by District Staff but also by other agencies and the public. In a typical week the support unit takes approximately 7-10 requests from outside agencies and the public wanting highway right of way information. If you fill out a R/W plat request form, located in the R/W Unit, they will provide you with a print or copy of the most recent update of that particular plat.

STICK COPY OF R/W PLATS

Located in the Right of Way Section; these are the current prints of plats on active District projects. They remain on the stick rack until the construction of the project is completed. All current revisions should be shown in red on these prints prior to the final drafting of the revisions. **See page 11-3** for more information regarding the plat "sticks".

2) AS-BUILT PLAN FILE

Located in the District One Records Management Room.

Indexes are located on the top of the files. The Records Management staff can provide instruction for accessing as-built information via a DataEase program located on the LAN. As a courtesy to other staff use the check out cards also located on top of the files.

It is important to remember that the as-built does not necessarily include up to date plat information, however if you fill out a R/W plat request form the R/W Unit will provide you with a print or copy of the most recent update of that particular plat.

District One R/W Resource List - continued

3) ABUTTING AND NON-ABUTTING PLAT FILES/"WISCONSIN HIGHWAYS"/INDEX OF ACCORDION PLANS/PLAT BOOKS

Located in the District One Records Management Room.

ABUTTING AND NON-ABUTTING PLAT FILES contain **PRELIMINARY** subdivision information indexed according to county, highway, town, range and section. A copy of the final recorded plat should be obtained before reproducing that information on District documents. Copies of the final subdivision plat should be received as part of our title search contract on design projects with right of way plats.

"WISCONSIN HIGHWAYS" is a two volume set that contains information regarding the Wisconsin Highway System and also the Department of Transportation. Included is information about state highways originally designated as Military, Territorial or State Roads.

INDEX OF ACCORDION PLANS lists very early highway plans, which were used to graphically depict the new R/W prior to the development of the R/W plat. The index provides a number that corresponds with a box stored at the Department's Record Center. Provide Record's Management staff with that number and they will order the box from the center.

PLAT BOOKS provide general information such as the town, section and range of a particular area and also more specific information such as property owners and property acreages in rural areas.

4) RAILROAD PLANS

These plans contain railroad alignment and right of way information. They are located in the File Cabinet in the print room on the far left, 3rd drawer down - there is an index at the front of the drawer.

5) COUNTY ATLAS'

The Atlas' contain township, village and city plat information. Located in the print room.

District One R/W Resource List - continued

6) OLD R/W PROJECT FILES AND ORIGINAL GOVERNMENT SURVEY NOTES

Located in the Right of Way Unit.

The old right of way project files contain actual descriptions from some of our older projects, most of these are not the recorded deed. To obtain a copy of the recorded deed you can contact Central Office Real Estate at 266-1087 and they will provide you with a copy. Please be prepared to provide the project I.D., county, highway and applicable parcel numbers.

Also located in the file drawer are the original survey records from the government survey that laid out the townships in District One.

If at any time in your search you find yourself at an impasse feel free to use the expertise of the Right of Way Unit we are here to support the efforts of all our district one teammates.